NATIONAL INTELLIGENCER.

REPORT OF THE POSTMASTER GENERAL.

Sin: At the close of the fiscal year ending on the outh day of June last, there were in operation, within the United States, 6,170 mail routes; their aggregate length was 196,290 miles; and 5,544 contractors were employed formed under treaty with New Granada. The annual The appropriation made by the act of May 23, 1850, for postages on the consus blanks,

The annual transportation of the mails on those routes was 53,272,252 miles; the annual cost thereof \$3,421,754.00: being about six cents four mills per mile.

Of these 53,272,252 miles of annual transportation 8,568,707 miles are required to be performed upon railroads, ata cost of \$985,019.00; being about eleven cents five mills per mile: 5,454,982 miles in steamboats, at a cost of \$454,893.00; being about eight cents three mills per mile: 19,726,588 miles in coaches, at a cest of \$1,047,159.00; being about five cents three mills per mile: and 19,521,975 miles in modes not specified, at a cost of \$934.683.00: being about four cents eight millsmer mile.

The mail service in California and Oregon had been so irregular in its performance, and se imperfectly reported. that it was not embraced in the last annual report from this Department, and is not therefore included in the following statement of the general increase of transportation. The inland service at the close of the last fiscal year, at the end of that year was 19,796. There were 1,698 (excluding that in California and Oregon,) when compost offices established, and 256 discentinued, during the (excluding that in California and Oregon,) when compared with the service at the close of the preceding year,

The following table shows, very nearly, the number of as stated in my last annual report, shows an increase of post offices in each. State and Territory on the 30th day 13,354 miles in the length of maibrentes; of 6,162,855 in the number of miles of annual transportation; and of allowed to each postmaster, for the last fiscal year: as stated in my last annual report, shows an increase of

\$547,110 in the annual cost of transportation; and of \$547,110 in the annual cost of transportation.

Of such increase of transportation the railroad and steamboat service amounts to 3,220,635 miles, at an increased cost of \$276,742; being an increase of about 30 3-10 per cent. in the transportation, and about 24 4-10 per cent. in aggregate cost: the coach service to 2,329,124 miles, at an increased cost of \$232,872; being an increase of about 13 4-10 per cent. in aggregate cost: and the transportation in modes of service not specified to 613,000 miles, at an increased cost. service not specified to 613,096 miles, at an increased cost of \$37,496; being an increase of about 3 3-10 per cent. in transportation and 4 7-10 per cent. in aggregate cost. To this increase has been added the service in California and Oregon, which is now first reported with sufficient ac-curacy to be carried into the annual statement.

The annual transportation in California at the close of the fiscal year was 537,476 miles, at an annual cost of

This service, when compared with that ascertained to have been in operation prior to the new contracts made under the general lettings of April last, shows an increase in the annual transportation of 1037-10 per cent.; and a decrease in annual aggregate cost of 7 9-10 per cent.

The present cost of transportation in steamboats in California is about twelve cents nine mills per mile; in coaches about twenty-one cents seven mills per mile; and in modes not specified about thirty-one cents three mills per mile; while the cost of similar service in the United States, excluding Oregon and the newly-acquired Territories, is, in steamboats, about eight cears per mile; in coaches about five cents and two mills per mile; and in modes not specified about four cents and three mills per mile. The prices now paid in California are believed to be moderate compared with the general prices upon the Pacific coast.

The annual transportation in Oregon at the close of the last fiscal year was (as near as can be ascertained) 30,498 mile, at an annual cost of \$10,938, or about sixty-five cents and four mills per mile. The present annual transportation in Oregon was increased under the new contracts which went into operation on and after the first day of July last, to 66,960 miles, at an annual cost of \$40,441; being an increase of 112 5-10 per cent. in transportation and of 103 per cent. in aggregate cost. Of this service 6,240 miles is to be performed in steamboats at an mails; the extent and complication of the routes; the annual cost of \$19,000, under a contract, made July 11, 1850, for the remainder of the usual contract term in that

POST OFFICE BEFAREMENT,
WASHINGTON, NOVEMBER 29, 1851.

Ser: At the close of the fiscal year ending on the 30th day of June last, there were in operation, within the United States, 6,170 mail routes; their same within the United States, 6,170 mail routes; their same within the United States.

STATES	\$2,000.		3	3 .	\$200 to \$3	\$100 to \$2	\$30 to \$10	\$25 to \$30	Under \$2	Tetal
Maine	1	8	13	Ŷ	12 1	55	95		234	668 355
Vermont .	15	3	10	5	7 2		104	72 87	62	382
Massachusette .	6	14	30	23	44 0	137	1137	93	47	585
Rhode Island .	-"			7		17	15		10	7.4
Connecticut	1	4	11	8	21 39	65	. 69	74	45	239
New York	3	31	56	341	4 118		2.27	537	580	2.319
Delaware	1	-		1	4 3		9	12	22	60
Now Jorsey	1	5	7	4	6 12		= 9	95	150	3144
Pennsylvania .	3	13		19 :	4 66		203	418	751.	1,790
Marviand and P.	60	100	37	100	Sugar	1	37.35	46377	2.22	
of Columbia	3	4	2	4	4 15	37	7	93	103	327
Wirginia	2	8	5	2 1	3 -28	92	271	303	658	1.296
North Carolina	-	3	5	7	6 15	28	65	96	560	785
South Carolina	1	2	9		5 13	18	31	118	285	464
Georgia		8	7	6 1	3 17	67	68	153	308	656
Fierida	-	8 3 2 8 1 3	4	2	1 5	8	9	22	53	195
Alabama	1	3	10		8 7	49	101	123	271	580
Mlasissippi	- 1	5			9 17	46	74	90	302	553
Logisiana	1	- 1	8	2	8 6	25	35	36	97	218
Arkansas	- 1	1	1	4	3 6	12	37	53	211	328
Texas	-	1	4	3	7 5	33	33	47	178	310
Tennessee	1		11		5 16	43	83	12:27	469	760
Kentucky	-		12	6		58	85	£16	362	669
Ohio	2			7 2		218	353	:366	565	1,640
Michigan	- 1		14	3 1	13	48	69	1112	272	544
Indiana	-			6 2		58	135	200	439	896
Illinois	1		15	5 16 3	45	84	145	203	498	1,026
Missouri	1	1	9	5		54	82	497	320	592
Wisconsin	-	4	9	2 10		32	87	16-	231	477
Iowa.	-	4			7	24	81	50	160	294
California	5	4	1846	1 -	-	7	5		6	34
Utah	13/3	1	\$ 100	1 -	100		-	-	-	1
New Mexico	-		-	-		1	-	-	1	2
Nebrasia	-	-	1 4	1.7	-			-	10	2
Minnuscta	100	22	1 -	10	1	2 2	1	1	10	16
Oregon	-	1	2 -	1 -	0.1	2	4	2	19	31

This table does not embrace one hundred and ninetytwo offices, from which no returns had been seceived during the year, a partion of which had been but recently established and are supposed not to have been in opera-

numerous and various arrangements for separating and dis-1850, for the remainder of the usual contract term in that section, and of the residue 5,070 miles is to be performed in steamboats, at a cost of \$7,448, and 55,650 miles in modes not specified, at a cost of \$22,995, or about forty-

204,039 125,023	and Mail Messengers Foreign Mails	Total California Oregon Territory	Texas	Arkansas	Mississippi	Tennessee	Kentucky	Museouri	OWA	Minois	Indiana	Florida	Georgia	South Carolina	Virginia	Ohio	Delaware	Penasylvania	New York	Connections	Rhode Island	Vermont	New Hampshire	Maine			9
204,039	7,749	192,020 8,729, 635,	8,748	8,917	6,144	8,327 7,451	9,466	12, 127	8,003	11,858	8,479	5,252	7,863	4.931	12,345	12,645	2645	12,528	14,976	1,879	490	2,554	1,976	4,470	Miles.	Routes.	Length of
125,028		191,857 8,246 360	6,599	4,821 2,515	4,698	5,896	6,488	7,178	2,030	3,082	177.0	2,042	5,289	3,872	9,517	7,984	1.571	8,039	5,792	688	217	2	116	1,867	Miles.	Mode not specified.	
988,620	148,937	836,750 90,495 7,438	52,860	26,754	41,698	45,388	34,252	38,999	11,782	16.515	40,761	11,891	42,640	88,214	84,895	45,748	3,424 14,900	50,704	99,021	8,529	2,178	14 218	0,333	12,276	Dollars.	specified.	
49,089	11	#8,721 #88 #6	979	467	908	1,942	1,738	3,493	1,063	1,587	1,549	1,442	748	571	1.536	3,481	555	8,898	1 135	622	111	1,290	1,990	2,406	Miles.	In Coach.	Annual tras
49,089 1,047,159	1 1	1,020,874 18,785 2,500	38,854	18,666	88,014	67,568	47,224	250	16,223	22,789	86,873	21,232	16,490	15,975	38,904	91,145	24,988	64,181	14.581	11,178	1,57	15,908	0,099	25,022	Dollars.	ach.	Annual transportation and rate of cost.
21,722	7,689	260 180		988	950	91		270	750	50	1	653	1,108	160	282	724	1.1	1	2,140	1 30	1	265	00	9	Miles.	In Steambont.	and rate o
854,898	400,000	21,000	82,000	39,195	19,415	12,225	274,900	650	080 00+	800	7.500	10,360	4.100	14,000	39,500	24,414	1 1	1	300	21 000	1	4,500	100	3'	Dollars.	mboat.	f cost.
8,255	1.1	8,200		10	69	121	65	1 1	1	-	106	848	28	828	247	897	416	586	217	1.496	2	1,056	415	940	Miles.	By Railroad.	
985,019	11	989,019		150	6,950	17,448	1,535		1	1 1	6 344	84,482	620	45,866	46,700	59 507	113,450	. 67,916	36,972	176,175	8,612	100,603	82,262	18.240	Dollars.	ilroad.	id gr
19,524,856	2,880	19,218,798 288,604 19,578	772,052	852,560	# 744,952 810,840	988,244	898,070	29,640	308,264	3.5	1,018,304	1/4	206,416	in less	4	1,203,776	eki	_		1 1 539 418				180.232		net specified.	Total annual transporta- tion by mode
19,726,688	, ,	19,635,276 86,682 4,680	208,208	144,040	314,184	686,296	876,464	7,592	407,472	580,882	1 770 060	593,138	145,912	209,040	517,504	1,861,688	406,120	1,848,870	481,416	2 896 575	68,024	467,688	518,240	359.944	Miles.	non by Conen.	Total annual transporta-
5,646,674	190,592	162,240 6,240	130,000	298,152	34,820	60,320	1,942,791	32,760	900	10,400	60.390	142,688	39.520	116,480	162,864	299,260			14,560	776.534		165,360	-	7.800	Miles.	Steamboat.	Total annual transporta- tion by
8,568,707	1 1	1 0,000,101	,	1,248	247,620	88,616	40,040	1 1	1 to	1	99,216	804,720	7,176	280,828	179,816	922 961	601,224	561,990	264, 368	9 177,604	86,112	1,218,312	235,668	212 160	Miles.	Railroad.	transporta-
53,465,724	193,472	587,476 30,498	1,110,260	791,000	949 326	1.763,476	3,052,365	69,992	710,786	910,688	1,769,844	1,381,711	399 094	1,135,544	1.706,744	8,881,703	1,850,483	8,710,912	1,074,216	7 383 196	202,040	2,240,216	986,028	760 136	Miles.	uon.	Total annual transporta-
4,016,588	145,897 448,997	130,289 130,289 130,289	128,214	84,765	93,072	142,624	157,911	1,678	27,955	40,104	88,284	77,965	150,066	108,555	154,929	238,101	153,388	172,800	60,751	289 765	12,356	135,229	52.817	80 277	Dollars.		Total annual
4,016,588 the last fiscal year.	which varies from year to year. The sum smted, \$48,937 in the amount of	treaty, at a stipulated price per trip, according to the weight of the mail and	Panaua to Chagres per- formed by the New Grans-	This is for service from	bile.	from New Orleans to Mo-		Orleans.	Louisville to Cincinnati and	steamboat service from		Louis to New Orleans.	teamboat services the		land number.	2/13	3		each portion of it lies.	01107		3333	State under which it is	400	1000		REMARKS.

mall routes, of three-dimentic aggrangian length of 18, 540
the control is estimated at 915,206.
The service can three of these routes is under control three control in the control of the presence of the control of the control

and the subsequent failure of bidders and contractors, together with the new arrangements usually consequent upon the change of service which follows a letting, added largely to the increased cost of this service. The rates of such increase were about 10 4-5ths per cent. In service and 25 per cent. In aggregate cost. Much of this increase is doubtless attributable to the unusual scarcity and high prices of the coarse grains in that section during the year 1850.

The new contracts for the Service.

The new contracts for the Southern section, (embracing the States of Virginia, North Carolina, South Carolina, Georgia, and Florida,) which were made under the letof September) of 947,707 miles of annual transportation and of \$61,941 in the annual cost, over the transportation and cost under the contracts which expired with the 30th day of June, 1851; being an increase of about 12 36-100 per cent. in service and 9 97-100 per cent. in aggregate

The opening and extension of the New York and Eric railroad; of the railroad from Cleveland to Columbus, and of other railroads in the different sections of the Union: the establishment of two daily lines carrying the mail from Baltimore, by the way of Cumberland, Wheeling, and Columbus, to Cincinnati; the increase of mail facilities on the routes leading from the Atlantic cities to important points in the West; the greatly increased mail facilities on the Ohio and Mississippi rivers, and in almost every section of the Union, have added, and similar improvements will continue to add, largely to the ex-tent and consequent expense of our mail transportation. The placing of the steamers "Franklin" and "Humboldt" on the New York and Havre line has also added \$150,000 per annum to the cost of the foreign mail service, charge-

crease in the cost of transportation, occasioned by the in-crease and extension of the service, had been almost en-tirely-within the discretion of the head of this Department.

ber last, of which the following is a copy:

" Increased Commissions to Postmasters."

Numerous applications having been made to this Department for the allowance of increased commissions to postmasters, authorized under certain conditions by the sixth section of "An act to reduce and modify the rates of postage in the United States and for other purposes," approved March 3, 1851, and it having been clearly shown that in most cases the labors of postmasters have been increased and their commissions reduced by the operation of said act—

It is ordered, That whenever the Auditor of the Treasury for the Post Office Department shall have satisfactory proof, by affidavit or otherwise, that the labors of any postmaster have been increased and his commissions reduced, as provided for by said act, he shall allow and credit such Postmaster with commissions according to the following rules, to wit:

commissions according to the following rules, to wit:

1st. Where the commissions of such postmaster for the fiscal year ending 30th June, 1851, did not exceed fifty dollars, cal year ending 30th June, 1851, did not exceed fifty dollars, the same amount of commissions allowed for that year, with twenty per cent. added thereto, shall be allowed and credited to the postmaster for the fiscal year ending June 30, 1852.

2d. Where the commissions of such postmaster for the fiscal year ending 30th June, 1851, exceeded fifty dollars, and did not exceed one hundred dollars, the same amount of commissions allowed for that year, with fifteen per cent. added thereto, shall be allowed and credited to the postmaster for the fiscal year ending 30th June, 1852.

3d. Where the commissions of such postmaster for the fiscal year ending 30th June, 1851, exceeded one hundred, and did not exceed five hundred dollars, the same amount of commissions allowed for that year, with twelve and a half per cent, added thereto, shall be allowed and credited to the postmaster for the fiscal year ending 30th June, 1852.

*Table B.—Statement of the number of Post Offices and length of Post Roads in the United States, the annual amount paid for Mail Transportation, and of Receipts and Expenditures of the Post Office Department at periods of five years from 1790 to 1835, inclusive.

	Kears.		Number of Post Offices.	Length of Post Roads.	Paid for transportation.	Receipts.	Expenditures.		
790		W.g		teral)	4 100 150 75	1.875	22,081 00	87,985 00	82,140 00
795					458	18,207	75,859 00	160,620 00	117,893 00
800					903	20,817	128,644 00	280,804 00	213,994 00
805					1,558	31,076	239,685 00	421,378 00	377,367 00
810			194	200	2,800	86,406	327,966 00	551,684 00	495,969 00
315			47	1	3,000	48,748	487,779 00	1.048,065 00	748,121 00
320			-		4,500	72,492	782,425 00	1.111.927 00	1,160,926 00
325				The state of	5,677	94,052	785,646 00	1,806,525 00	1,229,048 00
330				1	8,450	115,176	1,272,156 00	1,919,300 00	1,959,109 00
385					10,770	112,774	1,533,222 00	8,152,376 00	2,585,108 00

of Mail Rou Department,

of Mail Transportation iate heads, in each year,

in the

United 1840 to

States, 1851,

sive

30

pamphlets.

l other ceipts.

76-

Total of ceipts.

3,034,818

6,674,751

Including Including Including Including Including Including nent of received for letter postages of the Government.

of British postages.

eeeived for ditto.

(h) Including \$38,626 44

(h) Including \$482,657

we from the Treasury under the 21st section of the act of the from the Treasury under section 21 of the act of two from the Treasury under the 2d section of the act of two from the 2d section of the act of two from the 2d section of the act of two from the 2d section of the act of two from the 2d section of the act of two from the 2d section of the act of two from the 2d section of the act of two from the 2d section of the act of two from the 2d section of the act of two from the 2d section of the act of two from the 2d section of 4,424,262 5,692,402 5,747,855 6,484,592 7,781,828 8,084,922 8,713,200 8,945,153 10,634,574 13,855,209 80 of the Post 29,662,269 29,149,677 29,616,670 80,802,977 82,299,879 Office .

4,008,776
3,812,738
3,953,315
3,738,307
3,676,161
3,660,281
42,881,697
43,198,967
8,340,304
43,575,063
46,369,242

07 54 58 58 58 58 58 58

672,225 643,277 649,743 608,765 f652,142 g 643,160 767,834 819,016

89 94 99 86 99 98 88 99 46 61

4,287,287 4,439,841 4,089,089 4,013,447

1,041,585 995,009 988,230 1,083,112 1,042,079 1,060,228 1,254,845 1,320,921

8 8 8 8 8 8 8 8 8 8 8 8 8 8 8

4,874,768 4,296,512 4,820,781 4,084,832 8,971,275 4,826,850 4,479,049

2,912,946 2,898,630 2,597,454 2,476,455 2,545,232 2,577,407 2,965,786 3,588,068

that the number of letters received and sent by the same line during the month of September, 1851, was 118,934, and the postage thereon, under the reduced rates, only \$12,854.81.

It was supposed that the reduced rates of postage on printed matter recommended in my report would diminish the revenue from that source about two hundred thousand dollars per annum. The rates adopted, with the free circulation of weekly newspapers within the counties where published, and the very great extension of the privilege of free exchange between publishers, will, it is believed, diminish that revenue at least five hundred thousand dollars per annum, unless the quantity of such matter be increased more than is now anticipated.

Notwithstanding this diminution beyond that which would have resulted from the adoption of the rates recommended no change in the present rates of letter postage is deemed advisable.

It was recommended in my last annual report that uniform inland rates, without regard to distance, should be established on newspapers and other printed matter. It was immediately urged that the postage recommended would be unequal and unjust, and that a newspaper carried fifty miles only should not be charged with the same postage as one carried twenty-five hundred miles. The force of this objection was felt by this Department and by Congress, and the experiment of numerous rates, graduated according to distance, has been tried. From the results of this experiment, I am satisfied that there should not be more than two, or at most three, different rates of inland postage on newspapers sent to actual and bona fide subscribers; and that those on periodicals and other printed matter, including transient newspapers, should be reduced in number and more nearly assimilated to the ordinary newspaper rates. It is difficult to assign a sufficient reason for charging upon such periodicals as the reviews, the numerous magazines, and theological, medical, and law journals, more than three times the amount of postage charged for the sa

revenues of the proceeding year.

The sums received as the excess of the emoluments of postmasters, beyond the amounts they are by law allowed to retain, and the amounts collected from failing bidders and their guarantors, are not separately stated es a part of the revenues in the accounts of the Auditor. The Auditor states that the former are deduced from the amount paid for the "compensation of postmisters" and "clerks for offices;" that so much of the litter as was collected in money is credited under the heal of "Other miscellaneous receipts," and the residue, which was de-ducted from the amount due to such failing bidders for transportation service, was deducted from, and lessens to that extent, the expenditures under the head of "Transportation of the mails." The Auditor has ben requested to change the manner of keeping these accounts and future reports will doubtless show the amount of reveiues derived

from these sources respectively.

The receipts from postages, American andforeign, for the last fiscal year exceeded those of the preeding year \$960,223.85, being an increase of about 16) pr cent. If the balances accruing to the British post office during both years are excluded, (as they must be to show the true increase of our own postages,) the increase will be \$997,610.79, or more than 18 65-109ths per cent.

Excluding these balances, the receipts of the first three quarters of the year exceeded those of the corresponding quarters of flie preceding year about 201 per cent., but the postages for the last quarter fell of, and exceeded

the posteges 1'or the last quarter fell off, and exceeded those of the co tresponding quarter of the preeding year only about 14 per cent.; so that the increase or the year was only about 18 65-100ths per cent., ashefore stated.

The reduction during the last quarter of the fiscal year is mostly attributable to its near approach to the period when the rates of postage prescribed by the act of the 3d of March last we re to go into operation, and the consequent delay in correspondence until it could becarried on at a cheaper rate. A similar reduction was observed upon the adoption of the reduced rates under the act of 1845. The practical extention of the franking privilege to the the adoption of the reduced rates under the act of 1845. The practical exten tien of the franking privilege to the Senators and Representatives elected to the present Congress after the commonmement of that quarter also aided slightly in producing this reduction. During the last spring a Senator and Representative elected to the present Congress claimed the full privilege of franking under the previsions of the acts of 1845 and 1847. The practice of the Department had been adverse to the claim, and having some doubts in regard to the construction of the statutes under which the right was claimed, the opinion of the law officer of the Government was asked. His opinion was in favor of the right claim-

By the previous practice of the Department the full franking privilege of members of Congress was deemed to commence only thirty days prior to the commencement of the first session of Congress held during their term of of-fac. It is, perhaps, worthy of remork that during the past sammer five persons have been entitled to the frank-ing privilege as Senators and ex-Senators in Congress from a single State; four from another; and three from several of the other States; and that a Representative and a late Representative in more than half the districts have Post Office Department, November 28, 1851.

ed, and it was therefore acknowledged, and notice of the

decision communicated.

also been entitled t							
The expenditures	duri	ng the	e year	r were	e as	follows:	
For transportation	of the	mail	8 -	0.00	- 88	,538,063	54
For ship, steamboat				rs	199	84,581	50
For compensation to					1.2	.781.686	84
For wrapping paper		1171			1011	32,358	15
For office furniture	5 00.50		CREE IN	191	and	4.978	
For advertising -	10100	E Paris	1152.4	att and	Digital	75,070	0.00
For mail bags -		mil all	3.000	ASTRO-	2000	40,855	
For blanks -	30000	at a const	6 80	300000	o De	35,588	
For mail locks, key				1 4	beried	7,964	
Por man locks, key	s and	stam	ps .			87.198	
For mail depredation	ns ar	ia spe	CIAI B	gents	Ale	859,098	
For clerks for offices	ot I	ostm	asters) -	11-10-1		
For miscellaneous	paym	ents				85,626	14
For lists of post offi	ces, t	and p	ost of	fice la	W		
and regulations			230		Fig.	11,474	86
For repayment of r	noney	foun	d in	dead 1	let-	Mark The	
ters -	IF No.	R463	9500	at The	in billion	32	71
For postage stamps	Serai.	1 34					00
For maps of mail re		80				564	799543
For payment of bal			to the	Beit	lah		
nest office prior	ances	une	CO LIN	Total Control	LOAL	MORE LEVEL	
post office prior t	o the	comi	mence	ement	OI	107 117	-
the fiscal year en	ding	June	30, 1	801	7.	187,115	05
For payment of ba	lance	due t	o the	Brit	ash	MARCH BORD	

post office for the first two quarters of that year - 46,120 35

To find the proper expenses of the year there should be deducted from this sum of \$6,278,401 68 the amount paid the British post office for postages collected - \$233,235 40

And also the amount paid John D. Colmesniel, Pres. &c., for transportation of the mails on the Ohio and Mississippi rivers in 1832 and 1833, under an award made by the under an award made by the Auditor, in pursuance of a joint resolution of Congress, approved February 27, 1851 20,599 49

\$253,834 89 Leaving as the amount of ordinary expen-\$6,024,566 79 Leaving as the amount of ordinary expenditures of the year - \$6,024,566 79

This amount being deducted from that of the gross revenue of the year, as before stated, leaves as the balance of revenue over the ordinary expenditure - \$703,299 99

In connexion with the foregoing statements of the operations, revenues, and expenditures of this Department for the last year, it may not be improper, at the conclusion of a half century, to refer briefly to its origin, his-

sion of a half century, to refer briefly to its origin, history, and progress.

As early as 1677, upon the petition of several merchants of Boston, (Massachusetts,) Mr. John Hayward, scrivener, was appointed by the court "to take in and convey letters according to their direction."

This was probably the first post office and mail service authorized in America. Local and imperfect arrangements for the conveyance of mails were afterwards made, at different periods, in several of the colonies, until 1710, when the British Parliament passed an act authorizing the British Postmaster General "to keep one chief letter office in New York, and other chief letter offices in each of her Majesty's provinces or colonies in America." Deputy Postmasters General for North America were subsequently and from time to time appointed by the Postmaster General in England, and Doctor Benjamin Franklin was so appointed in 1755. He was removed in 1774.

On the 26th of July, 1775, the Continental Congress determined "that a Postmaster General be appointed for the United Colonies," and to allow him "a salary of one thousand dollars per annum for himself and three hundred and forty dollars per annum for a secretary and comptroller." On proceeding to the election of Postmaster General, "Benjamin Franklin, Esq. was unanimously chosen."

The Articles of Confederation of 1778 gave to the United

ter General, "Benjamin Franklin, Esq. was unanimously chosen."

The Articles of Confederation of 1778 gave to the United States in Congress assembled. "the sole and exclusive right and power of establishing and regulating post offices, from one State to another, throughout all the United States, and exacting such postage on the papers passing through the same as may be requisite to defray the expenses of an office." The little progress made during the period of the Confederation shows that this power was too

able upon the revenues of this Department.

Until the passage of the act of March 3, 1851, the in-

That act declares that "no post office now in existence for the fiscal year ending 30th June, 1852.

'seall be discontinued, nor shall the mail service on any 'mail-route in any of the States or Territories be discon-year ending 30th June, 1851, exceeded five hundred dellars,

the same amount of commissions allowed for that year, with teaper cent. added thereto, shall be allowed and credited to the postmaster for the year ending 30th June, 1852.

Provided, always, That the commissions to be allowed at any post office (other than a distributing office) shall not exceed the postages collected at such office during the period for which such allowance is made: Provided, also. That a special application for a further allowance to any distributing office may be made whenever the Auditor shall certify that the commissions authorized to be allowed under this order are insufficient to pay the actual and necessary expenses of such office, including the compensation of the postmaster: And provided, further, That there shall not be allowed at any office where the compensation of the postmaster: And provided, further, That there shall not be allowed at any office where the compensation of the postmaster: And provided, further, That there shall not be allowed at any office where the compensation of the postmaster: And provided, further, That there shall not be allowed at sample cent.

The compensation of the postmaster: And provided, further, That there shall not be allowed at sample cent.

The compensation of the postmaster: And provided, further, That there shall not be allowed at such office any including the compensation, any greater sum than shall be required to pay such salary or compensation, and the actual and necessary expenses of his office.

The rate of allowance after the present fiscal year is reserved for future consideration, and will be determined upon after the accounts for the first three-quarters of the present fiscal year is reserved for future consideration, and will be determined upon after the accounts for the first three-quarters of the present fiscal year is reserved for future consideration, and will be determined upon after the accounts for the first three-quarters of the present fiscal year is reserved.

It is, of course, in the power of Congress to abrogate this order,

the remuneration allowed them than the officers of any other Department of the Government. It is believed, too, to be politic as well as just to pay a fair compensation to postmasters, that they may cheerfully and zealously cooperate in rendering successful the perhaps hazardous experiment of adopting in this comparatively new country a large portion of which is but sparsely populated, rates of postage which, considering the expense of transportation, the area traversed by our mail routes, and the numerous points of delivery, give us beyond all question the cheapest postage in the world.

The expenditures for the present fiscal year are estimated as follows:

tion, postmasters rendered more service in proport the remuneration allowed them than the officers of

The annual cost of transportation, (foreign and inland,) as authorized and under contracts at the close of the last fiscal year \$4,016,588 00 dditional cost in the Southern section, under new contracts, which went into effect July 1, 1851 - Cost of service ordered, and of new routes 61.941 00

let, during the quarter ending 30th Sepncreased cost of transportation, under or-ders of the Postmaster General, for the improvement and extension of mail ser-vice, and the increased expedition of the 80,624 00

29,328 00

great mails
Cost of new routes let during the present - 120,000 00 quarter, and probable cost of putting in operation the new routes established by Congress at the last session, and now un-

Expenses equal to those of the last year, under the heads of compensation to post-masters, wrapping paper, office furniture, advertising, mail-bags, blanks, mail-locks, keys and stamps, mail depredations and special agents, clerks for offices, (of post-masters,) and miscellaneous items, with 12½ per cent. added, (such expenses necessarily increasing with the increase of mail matter transported)

Amount added to the usual annual cost of mail locks and large was a superior the second

mail locks and keys, by changing the same
Cost of publishing laws and regulations, and
list of post offices
Cost of postage stamps 10,000 00 Total estimated expenditures for the current

year -

These expenditures are to be met by the balances now standing to the credit of the Department, the receipts from postages, and the appropriations made by the acts of the 3d of March, 1847, and the 3d of March, 1851.

These will be more than sufficient to meet the expenses of the current fiscal year, but further aid from the Treasury-will be required for those of the succeeding year.

The accounts of postmasters for the two first quarters, under the act of March last, will not be settled by the Auditor, and the aggregate of their receipts, reported be-

Auditor, and the aggregate of their receipts, reported be-fore April or May next. Until the accounts for two quarters, at least, are settled, no reliable estimate of the revenues of the current year can be made. It is believed, however, that the whole amount which it will be necessary to draw from the Treasury, in sid of the revenues derived from postages, will not much exceed for the two years ending June 30, 1853, that which would be collected upon matter now free, if such matter were charged with the ordinary rates of postage. A carefully prepared report from William A. Bradley,

Esq., postmaster of this city, and which is hereto annexed, estimates that the free letters and other free matter sent the first day of July last, if chargeable with postage at the rates then in force, would have yielded the amount of \$4,240,820, in addition to the actual revenue of this Department, and that if charged with postage at the present rates the amount would have been \$1,795,920. It will be remembered that this does not include the free letters and other free matter sent from or received at

other offices, and that during these years (between the years in which there is a Presidential election) the free matter sent from the Washington post office is much less than in the year when that election occurs. Nor does it include the free circulation of weekly newspapers in the counties of their publication, nor the free circulation of newspapers, magazines, and other periodicals by way of exchange between publishers. If all the free matter now carried in the mails were charged with postage, even at the present rates, from one million to two millions of dollars would be added annually to our receipts from postages. years in which there is a Presidential election) the free

even at the present rates, from one million to two millions of dollars would be added annually to our receipts from postages.

In my last annual report I recommended certain reduced rates of postage, under the operation of which, it was foreseen, a large deficiency of revenue for a few years would occur. It was supposed that if those rates were adopted, the accumulated surplus to the credit of the revenues of the Department, and an annual appropriation from the Treasury, equal to the postage, at the usual rates, upon the matter then free, would be required to meet this deficiency, and would be nearly or quite sufficient for that purpose. My recommendation was, however, only partially adopted by Congress in the passage of the act of March 3, 1851.

The rate recommended for ordinary inland letter postage was adopted, but six cents when prepaid and ten when unpaid was made the single rate of letter postage to California and Oregon, instead of twenty cents, as recommended. The rates of postage on most printed matter was reduced much below the rates recommended; weekly papers were allowed to circulate free of post-age in the counties of their publication; and the free exchange of newspapers, periodicals, &c. was greatly increased.

The reduction in the rates to California and Oregon will greatly diminish the revenues from that source. A statement of the Auditor shows that the number of letters received and sent by the New York, New Orleans, and Chagres line during the month of September, 1850, was 112,085, and the postage thereon \$44,385.00; and that the number of letters received and sent by the same line during the month of September, 1851, was 118,934, and the postage thereon, under the reduced rates, only \$12,854.81.

It was supposed that the reduced rates of postage on printed matter recommended in my report would diminish